

NEPA/404 Merger Meeting

April 28, 2003

IDOT District Four, Peoria, IL

AGENDA

10:00 – 10:45 A.M. **District 2:**

FAP 301 (US 20), IL 84 North of Galena
to Bolton Road West of Freeport,
JoDaviess & Stephenson Counties
Preferred Alternative.

Dan Loftus
Louis Berger & Assoc.

10:45 – 11:45 A.M. **District 4:**

Macomb ByPass Study (IL 336 to US 67),
McDonough County
Alternative To Carry Forward.

[Presented by District 4]
Parsons, Brinckerhoff,
Quade & Douglas

11:45 – 12:45 P.M. Lunch

12:45 – 1:45 P.M. **District 9:**

FAP 42 (IL 13/127), Murphysboro
to Pinckneyville,
Jackson & Perry Counties
**Purpose & Need,
Alternatives To Carry Forward,
Preferred Alternative.**

[Presented by District 9]
Johnson, Depp &
Quisenberry

1:45 – 3:00 P.M. **District 4:**

IL 336 – Peoria to Macomb Corridor
Re-evaluation, Peoria, Fulton & McDonough
Counties
Purpose & Need.

Mary Hagerty
URS

3:00 – 3:15 P.M. Break

3:15 – 5:00 P.M. **District 4:**

IL 29 Corridor Study (IL 6 to I-180 Interchange),
Peoria, Marshall, Putnam & Bureau Counties
**Purpose & Need,
Alternatives To Carry Forward.**

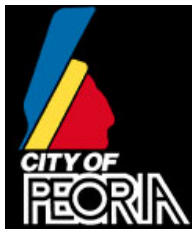
Dan Dupies & Dick Stafford
CH2MHill

5:00 P.M. Adjourn

AGENDA
IL 336 – PEORIA TO MACOMB
Peoria, Fulton and McDonough Counties
Job. No. P-94-025-00
Catalog No. 0322583-00P

April 28, 2003 NEPA/404 Merger Meeting

Concurrence Point – Purpose and Need



Introductions

Project Description

I. Process

- a) Corridor Reevaluation
 - i) Three Corridors
- b) Phase I

II) Study Area Features

- a) Agricultural--Prime Farmland
- b) Strip Mines
- c) Designated Lands
- d) Spoon River
- e) Wetlands



III) Discussion of Purpose and Need

- a) Project History
- b) System Linkage
- c) Economic Stability
- d) Regional Outlook
- e) Travel Efficiency



Introduction

The project area covers portions of Peoria, Fulton and McDonough Counties. The cities at the termini of the project area, Macomb (population 18,558) and Peoria (population 112,936), are the economic and population centers for McDonough and Peoria Counties. Canton (population 15,288), near the middle of the project area, is the economic and population center for Fulton County. Smaller communities located in the corridor study area include Bartonville (6,310), Farmington (2,554) Bellevue (1,887), Cuba (1,418), Lewistown (2,522), Bushnell (3,221), and Glasford (1,076). There are also numerous villages in the area with populations under 500. Refer to the attached Purpose and Need Statement, Exhibit I-1.

A corridor study was done in the 1970s and interest in the project was revived with the formation of the 336 Coalition in 1998. The 336 Coalition's website states "The 336 Coalition is a group of concerned citizens, business people, and government officials focused on the construction of a four-lane highway running from Peoria to Macomb."

Process

The project will be developed in two parts.

Part 1 – Corridor Reevaluation

- Three corridors were evaluated in the early 1970's. (Refer to Purpose and Need Exhibit I-3).
- Corridor A was selected in 1972 and approved by FHWA
- The 1972 Corridors have been modified to account for development and the impact of environmental legislation since the 1970s (Exhibit 1).
- Re-evaluation Process
 - Purpose & Need
 - Identification of constraints
 - Additional adjustment of corridors if necessary
 - Public Involvement-Advisory Group, 336 Coalition, agencies, public meetings
 - Traffic Studies
 - Collect/Evaluation Economic Data
 - Collect/Evaluate Environmental Data
 - Development of Database
 - Accident Analysis
 - Comparison of alternatives and identification of preferred alternative
- Anticipated time frame 1 1/2 years.

Part 2 – Design Report and Environmental Impact Statement

- Identification of alternative routes within selected corridor
- Alternatives analysis/draft EIS/preliminary Section 404 agreement
- Identification of selected alternative/final EIS/Section 404 public notice
- Record of decision/Section 404 permit application
- 3 1/2 year time frame
- Continued public involvement, including public hearing for draft EIS

Study Area Environmental Features

The area is primarily agricultural, with significant former strip mined areas. Environmental highlights:

- Illinois River Valley borders the study area to the south.
- Several wildlife refuges and other protected areas along the Illinois River.
- Other major drainage--Spoon River. All corridors cross the Spoon River.
- High quality wetlands and high probability archaeological sites along major rivers drainages.
- Much of the site is agricultural, and most agricultural land, excluding wooded drainages and strip mined areas, is prime farmland.
- Wetlands associated with strip mined areas.
- Double T Lakes Park, Big Creek Park, Canton Lake Recreational Area, and others

Concurrence Point Purpose and Need

The draft purpose and need statement, along with exhibits, is attached to this summary. The purpose of the proposed project is to provide a modern transportation facility from Interstate 474 (I 474) west of Peoria, Illinois to the eastern side of Macomb, Illinois (Purpose and Need (P&N) Exhibit I-1). The proposed action is one of a series of actions providing western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton and Peoria greater access to each other and to various east/west and north/south interstate and expressway systems. The proposed project is approximately 80 miles long and is located in Peoria, Fulton, and McDonough Counties in west-central Illinois.

Major points:

Project History

- Supplemental Freeway FA407, Peoria to Quincy (refer to P&N Exhibit I-2)
- 1970s Corridor Study
- 1968 Chicago–Kansas City Corridor

- 1990 Chicago–Kansas City Tollway Feasibility Study
- 1998 – 336 Coalition

System Linkage

- Improved regional transportation continuity
- Enhanced linkage of west central Illinois to major economic markets
- Project has independent utility
- Key link to highway improvement
 - U.S. Route 67, Macomb to Monmouth (P&N Exhibit I-4, Section 1)
 - U.S. Route 67, Macomb to Alton (P&N Exhibit I-4, Section 2)
 - IL Route 336, Quincy to Macomb (P&N Exhibit I-4, Section 3)
 - IL Route 336/U.S. Route 67, Macomb Area Study (P&N Exhibit I-4, Section 4)

Economic Stability

Fulton and McDonough Counties significantly lag most of the rest of the state in economic viability.

- McDonough County population declined 6.6% from 1990 to 2000
- Projected 7.2% decline in Fulton County population over next 18 years
- Unemployment in all three counties above state average; in Fulton County, 47% higher than state average (International Harvester plant closed in 1983; many mines closed around the same time period)
- Median household income in McDonough County is 31% below state average; in Fulton County, 27% below state average
- Poverty level in McDonough County is nearly twice the state average

Regional Outlook

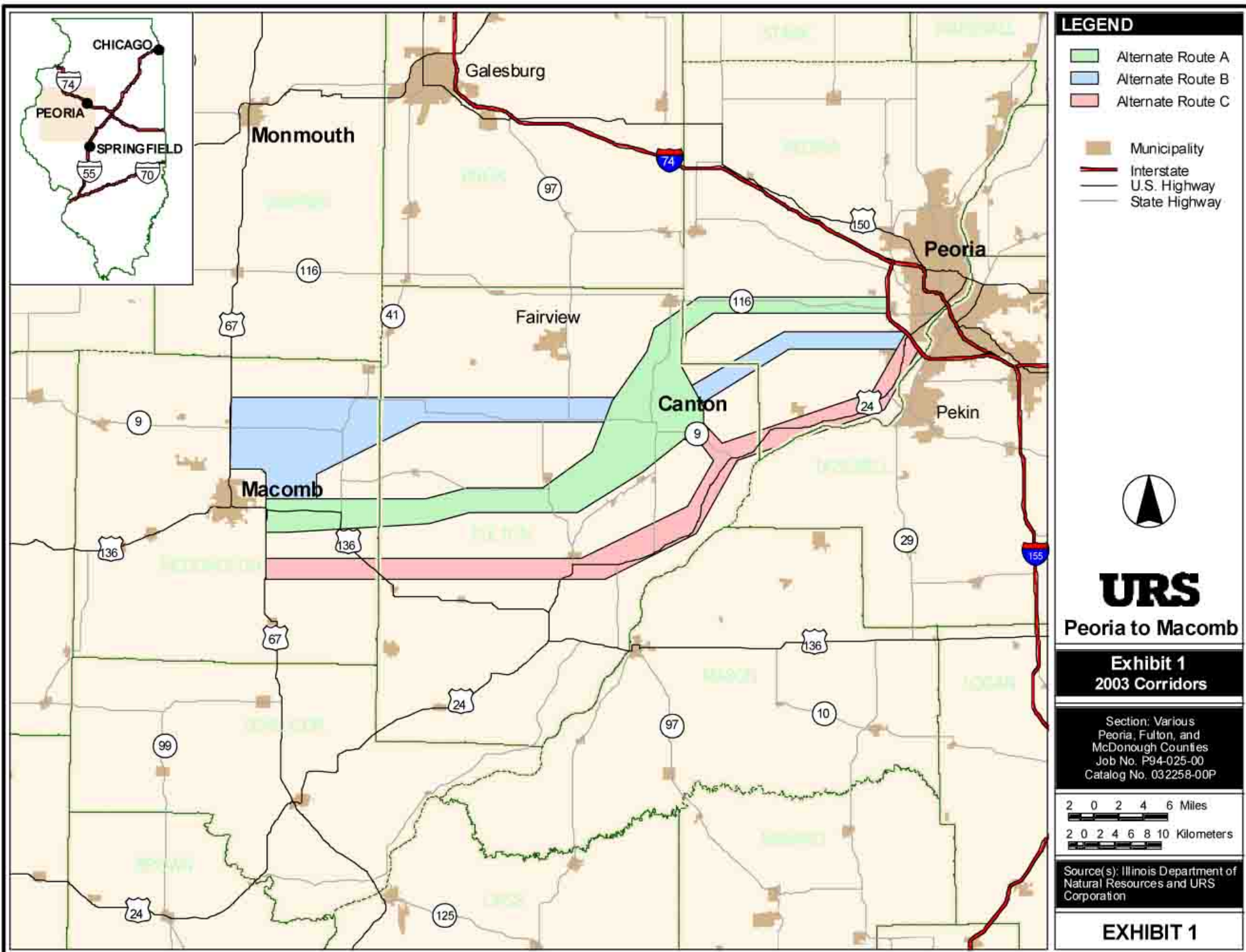
The creation of a four-lane road through Fulton County is essential for the long-term survival of the communities. The area is currently disconnected from the larger central Illinois community because of lack of access.

- The area is missing opportunities for plant expansions because of lack of access
- Improved access will allow expansion of opportunities for conferences and cultural events
- Rural areas are highly dependent on highway system
- Three major cities within the corridors are population and economic centers for their counties
- County plans focus on the need for improved transportation

Travel Efficiency

The project would provide:

- Improved travel times and safety between Macomb, Canton, and Peoria
- Improved vertical and horizontal alignment
- Passing lanes
- Reduction of vehicle conflicts at intersections, railroad crossings, and access points



1 PURPOSE OF AND NEED FOR ACTION

1.1 PURPOSE OF THE PROJECT

The purpose of the proposed project is to provide a modern transportation facility from Interstate 474 (I 474) west of Peoria, Illinois to the eastern side of Macomb, Illinois (Exhibit I-1). The proposed action is one of a series of actions providing western Illinois and the communities of Jacksonville, Quincy, Monmouth, Macomb, Canton and Peoria greater access to each other and to various east/west and north/south interstate and expressway systems. The proposed project is approximately 80 miles long and is located in Peoria, Fulton, and McDonough Counties in west-central Illinois.

1.2 PROJECT HISTORY

The IL 336 project is the culmination of a long planning process. For the past four decades, the State of Illinois, civic leaders, local agencies and citizen groups have expressed the need for an improved highway system in west-central Illinois. Since the early 1960s planning efforts have been directed toward providing the necessary linkages from western Illinois communities to the larger cities within the region. In 1969 the Illinois General Assembly passed legislation making possible major highway improvements statewide. An important part of that legislation was the Supplemental Freeway System. One of the freeways included in the enabling legislation, Supplemental Freeway F-7 (later known as FA 407), extended from Peoria west to Quincy (Exhibit I-2).

After passing the legislation, IDOT prepared a Corridor Study for FA 407 from Peoria to IL 61 West of Tennessee, IL in McDonough County. The corridor study was completed in 1970. The study evaluated three alternate routes, A, B, and C, from Peoria to Macomb, and selected Alternate A. These corridors, slightly modified, primarily to include a logical terminus at Macomb, are shown in Exhibit I-3. In mid 1970s, IDOT began a Draft EIS for FA 407 from Peoria to Canton. The EIS process was not completed, and in 1979 the study was suspended.

The FA 407 corridor was also included in three feasibility studies for a highway connection between Chicago and Kansas City. These studies are:

- 1968, Chicago-Kansas City Highway Corridor – Recommended the State Authorities undertake financing studies and plans for the immediate construction of a Corridor Highway. 1974, Kansas City, Missouri to Chicago, Illinois, Route Feasibility Study.
- 1974, Kansas City, Missouri to Chicago, Illinois, Route Feasibility Study – Determined a Kansas to Chicago route was economically and ecologically feasible.
- 1990, Chicago/Kansas City Tollway Feasibility Study - Concluded a privately-owned and operated Chicago-Kansas City Tollway was feasible if: 1) Cost, travel demand, and growth are as assumed by the study, 2) State governments acquire right of way with revenues from local assessments, 3) Tollway rates are unregulated and 4) Existing roads are incorporated into the privately-owned tollway.

In 1998 the 336 Coalition, a group of concerned citizens, business people, and local governments, was formed to promote the study and construction of a four-lane highway from Peoria to Macomb.

1.3 NEED FOR ACTION

This project is based on the need for improved of system linkage, enhanced economic stability and greater travel efficiency.

1.3.1 System Linkage

The proposed project will improve regional transportation continuity and enhance the linkage of west-central Illinois to major economic markets. This project, while having independent utility, is a key link to the following four-lane highway improvements in west-central Illinois that are either existing, under construction, or proposed (Exhibit I-4):

U.S. Route 67, Macomb to Monmouth (Exhibit I-4, Section 1). Construction of this four-lane expressway was completed in 2002.

U.S. Route 67, Macomb to Alton (Exhibit I-4, Section 2). All studies on this project are completed and approved and design approval for a four-lane expressway between Macomb and Jacksonville was granted in 2003. A U.S. Route 67 bypass of Jacksonville was completed and opened to traffic in 1999. The Jacksonville Bypass connects to I-72 and a section of US 67 that extends from I-72 south to Manchester that is scheduled for completion in 2004. U.S. Route 67 extends south of Manchester to Alton. This improvement will be constructed in sections as funding becomes available.

IL Route 336, Quincy to Macomb (Section 3). Currently IL 336 is built and open to traffic from Quincy to one mile north of IL 94 (West Point Road). The section from one mile north of IL 94 to 3 miles south of Carthage is currently under construction with estimated completion in November 2003. A four-lane expressway south of Carthage to the west edge of Macomb is currently under design.

IL Route 336/U.S. Route 67, Macomb Area Study (Section 4). IDOT is currently conducting a study for a four-lane freeway around the north side of Macomb, which would connect all of the above three projects (shown as Sections 1, 2, and 3 on Exhibit I-4).

The connection between Macomb and Peoria combined with the other four-lane facilities would provide an important link in the regional transportation system. Via I 474, Quincy, Macomb, Canton, and smaller communities would have four-lane access eastward to I 74, I 155, I 55 and I 39. This regional link would also provide an important connection between central Illinois towns and markets in western Illinois and Missouri. This regional link would serve present and future travel needs, and complete the highway network.

1.3.2 Economic Stability

The proposed project is necessary to maintain the regional economic viability of west-central Illinois. An essential attribute of any region's economic viability is adequate access. A good, safe and efficient highway system is especially important in this region as rural areas are almost solely dependent on the highway system to meet the needs for agriculture, industry, and commerce. The cities at the termini of the project area, Macomb (population 18,558) and Peoria (population 112,936), are the economic and population centers for McDonough and Peoria Counties. Canton (population 15,288), near the middle of the project area, is the economic and population center for Fulton County. Smaller communities located in the corridor study area include Bartonville (6,310), Farmington (2,554) Bellevue (1,887), Cuba (1,418),

1 Lewistown (2,522), Bushnell (3,221), and Glasford (1,076). There are also numerous villages in the area
2 with populations under 500.

3
4 Within the project area, Fulton and McDonough Counties lag behind most of the rest of the state in
5 economic viability. One of the main concerns within each county is the economic stagnation and decline.
6 Both counties seek to arrest further population declines and at a minimum maintain existing economic
7 conditions.

8
9 **Population.** McDonough County's population declined by 6.6% between 1990 and 2000. This
10 represents the fourth-greatest population decline of all counties in the state (State of Illinois website,
11 2003). While Fulton and Peoria counties showed slight increases in population between 1990 and 2000
12 (0.3% and 0.4% respectively), those increases are significantly below the state average of 8.6%. Current
13 population projections for Fulton County indicate a net decrease over the next 18 years by 7.2% (Illinois
14 Department of Commerce and Community Affairs website, 2003).

15
16 Of all the municipalities in the study area, only Bartonville, Bellevue and Canton increased in population
17 from 1990 – 2000. The City of Canton grew by 1,300 people between 1990 and 2000. The City of
18 Peoria lost approximately 600 residents during the decade.

19
20 **Employment.** Fulton, McDonough and Peoria County's existing economic base will strengthen by
21 improved four-lane road access. Major employers in the project area include:

22
23 *500+ Employees*

24 Caterpillar – Mapleton Plant
25 Keystone Steel and Wire, Bartonville
26 USPS Remote Encoding Center, Bartonville
27 Western Illinois University, Macomb

28
29 *250 – 500 Employees*

30 Degussa Goldschmidt, Mapleton
31 Graham Hospital, Canton
32 Illinois River Correctional Center, Canton
33 Spoon River College, Canton

34
35 *Other Large Employers*

36 Central Illinois Energy (proposed ethanol plant), Canton
37 Sodexo Marriott, Macomb
38 Vaughan & Bushnell, Bushnell

39
40 Fulton County experienced an employment declines between 1997 and 2000 of 351. Employment in
41 McDonough and Peoria Counties increased slightly by 383 jobs in Peoria and 44 jobs in McDonough.
42 This modest job growth occurred during an economic expansion when 268,000 jobs were added within
43 the state of Illinois. Peoria and McDonough Counties unemployment rates of 6.7% and 7.2% are above
44 the State average of 6.3% (Illinois Department of Employment Security website, on 03-24-03).

45
46 The unemployment rate of Fulton County is 11.9% is 47 % higher than the State average of 6.3 %. In
47 1983 a large number of manufacturing jobs were lost when International Harvester closed, eliminating
48 2,000 jobs. This loss of manufacturing jobs was followed by a significant loss of mining jobs. Between

1 1980 and 2002, manufacturing employment had dropped 76% and 94% of people in Fulton County who
2 had worked in the mining industry had lost their jobs.

3
4 According to the 2000 Census, 42.5% of the employed people in Fulton County need to travel to outside
5 the county for work. This is significantly higher than the State rate of 25.2% of people commuting
6 outside of their county of residence for employment. While the percentage of people in McDonough
7 County commuting to other counties for employment is currently below the State percentage, it has
8 doubled since the 1990 census. In addition to increased mobility, the proposed improvement would
9 increase the range of possible employment opportunities.

10
11 **Income.** Median household incomes for McDonough (\$32,141) and Fulton (\$33,952) counties are 31%
12 and 27% below the state average of \$46,590, respectively (U.S. Bureau of the Census, Census 2000).
13 Over 19% of the population in McDonough County had income below the poverty level in 2000,
14 compared to the statewide level of 10.7%.

15 16 **1.3.3 Regional Outlook**

17
18 The creation of a four-lane road through Fulton County is essential for the long-term survival of the
19 communities. The area is currently disconnected from the larger central Illinois community because of
20 lack of access.

21
22 Without increased ability to get goods to market in a timely, cost effective manner, increased
23 manufacturing employment is unobtainable. The county is currently missing opportunities to recruit
24 manufacturing and warehouse/distribution plant expansions due to lack of road access.

25
26 Job creation and retention in Macomb and McDonough County is a big priority of local and regional
27 economic development agencies. The region is experiencing a shift from industrial development, due to
28 the trend toward greater globalization, to general economic development. In the future there will be a
29 greater emphasis on distribution if the needed transportation pieces are available. Improved road access
30 would create opportunities to expand programming held at Western Illinois University, such as
31 conferences and cultural events.

32
33 Western Illinois Regional Council, the regional planning council for McDonough and Fulton Counties
34 sees the establishment of IL 336 as a vital transportation linkage in western Illinois. The Council views
35 the establishment of improved linkages in the area as important for the creation of future development.

36
37 McDonough County, Fulton County, and the City of Macomb have all developed plans that point to
38 transportation as an important factor in economic development, and have set transportation-related goals.
39 For example, the first goal of the McDonough County plan is to promote and assist in the development of
40 an improved highway system in McDonough County and all of western Illinois. The Fulton County plan
41 describes the inadequate highway system and the need for a coordinated effort to put a modern 4-lane
42 highway in Fulton County.

43
44 All these plans focus on the need for improved transportation to stem decline in businesses, population,
45 and income within the study area. While many factors affect economic conditions, studies have shown
46 transportation is key to economic stability in areas that are largely rural, such as this study area (Stommes
47 et al, 2002; Crane et al, 1993). Transportation serves a critical role in rural areas by providing access to
48 market, both input and output, especially the movement of agricultural products, and by providing access
49 for rural residents to jobs and services. It has been shown that rural transportation investment has a

1 positive economic impact on both farm and non-farm incomes (Crane et al, 1993). A significant, positive
2 relationship exists between economic stability and access to interstates or other major highways. (Kusmin
3 et al, 1996; Brown et al, 1999).

4
5 Further, in areas such as the study area, where transportation infrastructure is inadequate, but other
6 economic factors are well developed (i.e., good public education expenditures, economic incentive
7 programs, high quality labor force, solid working relationships between industry and government),
8 transportation becomes key to the prevention of economic decline (Aldrich, 1997).

10 **1.4 TRAVEL EFFICIENCY**

11
12 Within the corridor, U.S Routes 136 and 24, and IL Routes 9, 41, 78, 95, 97, and 116 provide the major
13 access for the residential, commercial, and farm operations. These are two-lane highways with varying
14 width shoulders. There are numerous locations where horizontal and vertical curves require no passing
15 zones and speed restrictions. The existing routes provide unrestricted access to residences, fields, and
16 commercial sites, and are also intersected by side roads at frequent intervals. There are 16 high accident
17 locations on 2 lane highways within the study area.

18
19 Travel speed and safety are affected by the traffic entering and exiting the highway. Travel time is further
20 affected by farm equipment using the highway. The proposed IL 336 would provide improved travel
21 times and safety between Macomb, Canton, and Peoria. A new facility would improve vertical and
22 horizontal alignments, provide passing lanes, and reduce vehicle conflicts at intersections, railroad
23 crossings and access points.

24
25 **Reduced Speed through Towns and Villages.** There are several different routes between Macomb and
26 Peoria, a distance of approximately 80 miles. Each of these routes goes through 10 to 15 towns and
27 villages. Travel speeds are reduced in each one of these locations, significantly adding to the travel time
28 between Macomb and Peoria. These numerous speed reductions and delays also add to safety and
29 enforcement concerns in these communities.

30
31 **Truck Traffic.** As the percentage of potentially slower moving trucks increases, delays in travel will also
32 increase, particularly on two-lane rural highways. Along the two-lane highways where safe passing zones
33 are limited, safety will also be impacted. Within the study area portions of US Route 24, US Route 136,
34 IL Route 116 , IL Route 41 and IL Route 9 have truck percentages as high as 20%.

35
36 **Existing Traffic.** Average daily traffic (ADT) volumes available from 2002 indicate that traffic volumes
37 vary significantly throughout the corridor, with highest volumes near Peoria, and the next highest
38 concentration of traffic around Macomb. In this review to determine the need for a four-lane highway,
39 two-lane facilities with an ADT over 8000 were noted. Improvements are already underway along US 24
40 from Peoria to Banner. A four-lane section would be justified along Illinois Route 116 between Peoria
41 and Hanna City where existing volumes are around 9000 ADT. Volumes along Illinois Route 116
42 between Hanna City and Farmington are currently approaching 8000 ADT.